



Sidecar Eligibility Booklet 2024

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PLEASE NOTE: Always ask before making any modifications to or buying a sidecar or a part which may invalidate your current eligibility or result in eligibility not being granted. It is best to work with the eligibility team or management committee before spending money and or time on something which subsequently turns out not to be eligible for CRMC racing.

Help with Eligibility – FAQ’s: What you need to know

Only sidecars that meet CRMC eligibility rules can race in CRMC race events. Further details can be found on the new CRMC website – <https://www.crmc.co.uk/forms/>

Q: What do I need to do?

A: You need to tell us about your sidecar by completing an Eligibility Application Form. All these forms are on the CRMC website in the Document Library (see above). Choose the sidecar form from the Eligibility page <https://www.crmc.co.uk/forms/> (it has 3-wheels!). **It is easiest and quicker to apply online** – you can also submit your photos online (see below for requirements)

Q: How many photos do I need?

A: We need three 150mm x 100mm **colour photos to register** your sidecar, plus one photo showing the underfoot dual circuit braking system.

One photo from each side of the sidecar without the fairing.

One photo of the sidecar with fairing fitted. (If the sidecar normally races with a fairing)

The photos will be used to make an eligibility card that you will need to bring to Technical Control at each event.

Q: I have some questions before I can complete the form – who do I call?

A: Please contact the sidecar eligibility officer through the CRMC website - <https://www.crmc.co.uk/contacts/>

Q: What do I get once I have registered my sidecar?

A: You’ll get a CRMC Eligibility card, which summarises the classification of your bike, has a picture of your sidecar for Technical Control officials to visually match your registered sidecar with the sidecar that is presented for checking, and gives you the eligibility number that will need to be quoted on your entry application. A CRMC Eligibility card is usually helpful in increasing the value of your machine!

Q: I have changed the capacity of the engine on my sidecar. Do I need to inform the eligibility officer?

A: If in doubt, please always contact the eligibility officer. Changing any major component of the bike usually means that the eligibility and relevant championship needs to be re-assessed, and if it is deemed to be within the period, and unlikely to give a performance advantage, it will probably be accepted but may involve moving to a different championship, and you’ll get a new card (there is no charge). If it looks different, we’ll ask for a new photo for the new card.

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PART 1 – OVERARCHING PRINCIPLES & AUTHORITY – RIGHT OF APPEAL

The Classic Racing Motorcycle Club (“CRMC”) operates in order to promote the following Over-riding Principle:

The preservation and use of post-war sports and racing machines.

This eligibility booklet details the criteria by which CRMC assess the eligibility of machines hoping to participate in CRMC events.

However, these guidelines are subject to the ultimate discretion of the CRMC whose Eligibility Sub-Committee, and if necessary, the Management Committee, will review each and every eligibility application in line with the Over-riding Principles.

If you intend to submit an unusual sidecar or undertake any modifications to a sidecar previously eligible for CRMC competition, you are strongly encouraged to discuss the matter with the CRMC eligibility officer or the CRMC management committee who can advise you as to its likely eligibility at an early stage.

Compliance with the technical criteria contained in this eligibility booklet is not a guarantee that your sidecar will be eligible to race if you intend to introduce non-period modifications to your machine or if in the reasonable view of the eligibility and/or management committee of the CRMC your sidecar does not comply with the Over-riding Principles.

Ultimately you must prove to the CRMC Eligibility Sub-committee and/or management committee that the sidecar and its parts are in period and are in compliance with the Over-riding Principle above.

Decisions regarding the interpretation of the guidelines rest with the CRMC Eligibility Sub-Committee and / or Management Committee.

CRMC Rule Book: The rules directly applying to CRMC Eligibility are in Section 4 of the Club Rule Book

Right of Appeal:

Should an applicant wish to dispute any eligibility decision of the CRMC Eligibility Officer or Eligibility Sub-Committee, they must submit a written appeal to the CRMC Management Committee outlining why the applicant believes his machine and/or parts to be in compliance both with the technical criteria contained in this Eligibility Booklet and the Over-riding Principles detailed above. Such an appellant may attend the Management Committee where the matter is discussed. Should the appellant wish the matter to be discussed further they can submit a discussion point to the Secretary (following correct procedure) to be raised at an AGM.

Subject to the right of appeal detailed above, the decisions of the Eligibility Sub-Committee and/or Management Committee shall be final and in applying for CRMC eligibility the applicant agrees to be bound by the interpretation and eligibility decisions

of these committees.

The following is an excerpt from the CRMC Club Rule Booklet which relates to CRMC Eligibility.

“Club Rules over-arch this Eligibility Booklet”

The complete set of Club Rules may be found on the club website (<https://www.crmc.co.uk/info/document-library/crmc-forms/>) or by application to the club secretary.

PART 2 – MACHINE ELIGIBILITY

- 2.1. The club will cater for sidecars of a design raced at Grand Prix, Short Circuit, and the IOM TT to 31 December 1972, in categories as defined in the eligibility rules. Engine cut off dates for Period 1, 2, 3 and 3a are 31st December 1967 for two stroke engines and 31st December for four stroke engines. Period 4 engines are post 67 for two strokes and post 72 for 4 strokes but are restricted to a controlled list detailed in Period 4 eligibility.
- 2.2. For absolute clarity DOHC, Multi Valve, Multi Cylinder engines are not eligible for Classic Sidecar racing with the CRMC.
- 2.3. The Management Committee, or a duly appointed sub-committee shall draw up, publish, and maintain a set of eligibility rules governing the machines and/or parts thereof that shall be deemed eligible for use in club events.
- 2.4. Amendments to the eligibility rules shall be decided by resolution, proposed and voted on at a Management Committee meeting, as detailed above.
- 2.5. Any amendment to the Eligibility Rules which results in previously eligible machines or parts thereof becoming ineligible, shall not be implemented until 12 months have elapsed, from notification of such change in the club magazine.
- 2.6. Proposals to amend or requests to interpret the club eligibility rules should be directed to the Management Committee and/or relevant sub-committee whose decision shall be final.
- 2.7. It is incumbent on members to maintain their machines in good condition, in furtherance of the club’s purposes. The Club reserves the right to bar a machine from participating in its activities, in the event that it does not conform to the club’s eligibility rules, or if its condition may reflect adversely on the club’s reputation.
- 2.8. Upon successful application, each eligible machine shall be issued with an eligibility certificate, issued by the Management Committee. It is member's responsibility to ensure that the certificate held accurately reflects the current condition of the machine, as regards both appearance and fitted parts.
- 2.9. The interpretation of the eligibility rules is as defined by the Management

Committee.

PART 3 – GENERAL POINTS

(It is always best to check that your interpretation of all eligibility guidelines accords with the committee. Much expense can be saved by simply contacting the appropriate eligibility officer for advice)

- 3.1 Members intending to participate in CRMC events (including parades) must submit a registration application for their machine/s to the relevant Eligibility Officer in order that their eligibility status may be determined beforehand. The method of registration is detailed on the registration form. All machines so registered will be issued with a Registration Certificate which will enable Technical Officials or Eligibility Officials to pass the machine for eligibility, *provided that there have been no alterations to the machine since the issue of this certificate*. Eligibility will be initially determined by inspection of the submitted form and accompanying photographs; however subsequent physical inspections of the machine may lead to the applicant being required to make modifications to the machine or even the registration being withdrawn. Eligibility Certificates remain the property of the CRMC. The CRMC Management Committee retains the right to request the immediate return of Eligibility Certificates should they think fit. It is incumbent on members to keep Registration details and the Eligibility Certificate up to date by informing the Eligibility Officer of any relevant changes to the machine.
- 3.2 Please refer to the supplementary regulations, entry forms and final instructions to ascertain in which event any particular machine will be accepted for competition or parade.
- 3.3 Any amendment made to the Eligibility Guidelines by the Management Committee or Eligibility Sub Committee which results in previously eligible fittings or machines becoming ineligible will not be implemented until ONE YEAR after the amendment is approved and published on the CRMC website.
- 3.4 In the instance of a machine not meeting these eligibility guidelines, consideration may be given to the historical or technical interest of that particular machine, and subject to CRMC approval may be granted full or part dispensation, subject to the agreement of the full Management Committee.
- 3.5 It is up to the applicant to prove that the machine and / or any part of that machine is eligible for racing by showing that such machines and / or parts were indeed raced in the Period.
- 3.6 **Brake Systems:** All classic sidecars must comply with standing ACU regulations for Brake Systems also reflected in these regulations.

3.7 **Tyres:**

- No slicks or hand cut tyres will be permitted.
- Tyres are restricted by contact patch 16 inch diameter wheels are 4 inches of width all other wheel diameters are restricted to 5.5 inches width of contact patch.
- Tyres must have a speed rating appropriate for their use. For example, the H rating limit is 130 mph, V rating is 149mph and W to 168 mph.
- Tyre warmers are not permitted.

3.8 **Appearance:** The appearance of the machine is also a crucial part of the eligibility process. This is particularly true of body work which must be period correct for all machines. Machines not presented to a high standard may not be granted eligibility or may not pass eligibility scrutineering.

3.9 **Programmable Electronic Ignitions:** Are acceptable (but components should be out of view as much as possible) but throttle position sensor devices are not permitted (also known as 3-dimensional ignition systems)

3.10 **Traction Control:** No form of traction control, quick shifter (except the Triumph 'Slick shift' gearbox), slipper clutch or similar modern rider aids are permitted.

3.11 **One Off's:** In the case of 'one off' non 'works' machines only that original machine, essentially unmodified is eligible for CRMC racing.

3.12 **Period Works Machine:** Any period 'works' machine, essentially unmodified, may be eligible for CRMC racing. Faithful replicas of period works machines may also be eligible for CRMC racing. All applications for period works machine eligibility will automatically go to the Management Committee for consideration who will require rigorous supporting evidence to go with the application.

3.13 **Engines:** Although the internal specification of engines is given as free, the basic building blocks of engine construction must remain as original

3.14 **Classic Two Strokes:** Reed induction valves can be used as directed in the relevant Period section of this document.

3.15 **Engine bore to stroke ratio:** The bore to stroke ratio of engines may be altered from original as directed in the sidecar Period section of this document. The engine must remain within the capacity of the Period, however in all cases the maximum allowable bore to stroke ratio of any machine must not exceed 1.5:1.

3.16 **Oil Containment** All Classic four stroke sidecar machines must meet the oil containment requirements detailed in the Road Racing Section of the ACU handbook.

PART 4 - SIDECAR ELIGIBILITY GUIDELINES

Decisions regarding interpretation of these rules shall rest with the Management Committee whose decision in these matters shall be final.

TYPE OF MACHINES

CRMC eligible machines are defined by Periods as detailed below in Classification, machines considered in the following periods will normally be of a type raced in Europe in the relevant period. Other machines that do not meet this criterion may be referred to the CRMC committee for inclusion.

Machines intended to participate in CRMC events may register with the Eligibility Sub-Committee in order that their eligibility status may be determined. The method of registration is detailed on the registration form. All machines so registered will be issued with a Registration Certificate which will enable Technical Officials to pass the machines for eligibility, provided there have been no alterations to the machine since the issue of the certificate.

To help prevent issues and scope creep and to avoid disappointment, it is highly recommended that any sidecar builder or modifier discusses the build or change in detail with the sidecar eligibility representative prior to investing or starting the project.

CLASSIFICATION

Sidecars will be classified into Periods by Engine Type, capacity, number of cylinders and race or production for four stroke engines and probable/possible BHP for two stroke engines including the use of Reed valves into "Period 1", "Period 2", "Period 3", Period 3a and "Period 4".

Note – Regardless of period the rules for the sidecar running gear (frame, forks, suspension, wheels, tyres, brakes and stream lining etc) are all the same.

Period 1 - For Production Based Air Cooled Twin Cylinder 2 Valve Motorcycle Engines (750 Production Twins) – This period will cater for all standard stroke 2 valve twins. Note 650 to 750 big bore kits are eligible for this championship, crankshafts can be rephased (180°, 90° etc) to reduce vibration and engine damage but cannot be altered in stroke length from the manufacturers stated stroke for the engine that is represented. Eligible engines will be BSA A65/70, Triumph T120/140, Norton Atlas/Commando, BMW R75, Yamaha XS650, Moto Guzzi 750, Ducati 750, Harley Davidson 750 and any other production-based engine to 750cc and 2 valve air cooled twin cylinder from the classic period.

Note – Production based engines can run up to +1mm overbore on standard bore and for big bore kits +1mm on standard big bore size.

Period 2 – For Twin Cylinder Engined Specials and Multi Cylinder Engines (750 Specials and Multi's) – This championship will cater for twin cylinder engines with altered stroke lengths, 4 valve twins and any multi cylinder engine from the classic period limited to 750cc for four stroke engines. Probable engines - BMW Short stroke, Honda CB750, Weslake 750, Triumph Weslake, Triumph/BSA 3, plus any other classic eligible engine limited to 750cc for 4 stroke engines.

Note – 2 Stroke engines from the period (pre 1968) can run in this championship e.g. DKW,

Crescent to 750cc. The use of REED valves will place the machine in period 3 regardless of capacity.

Engines are limited to 750cc in Period 2

Period 3 – Multi valve, multi cylinder engines from the classic period over 750cc up to 1000cc. Also eligible are car engines from the classic period any hybrid engine produced in the period (eg Earles Arrow, FATH URS).

REED valves can be used in pre 1968 two stroke engines e.g. Saab 840cc Triple.

Engines are limited to 1000cc in Period 3.

Period 3a – Multi valve, multi cylinder engines from the classic period over 1000cc to 1300cc. Also eligible are car engines from the classic period any hybrid engine produced in the period.

Period 4 – Was introduced from the 2019 race season for the following production engines all limited to 750cc and for the following GP engines limited to 500cc.

Production Based Engines;

- Suzuki T500 air cooled twin cylinder two stroke,
- Suzuki GT750cc water cooled three cylinder two stroke.
- Suzuki GS 750cc 8 valve double OHC air cooled four cylinder four stroke.
- Kawasaki 500/750cc air cooled three cylinder two strokes.
- Kawasaki Z2 750cc 8 valve DOHC air cooled four-cylinder four stroke engine.

Grand Prix Engines;

- Konig 500cc Water Cooled Flat Four Two Stroke.

Note – Other post 1972 (1970's) engines may be eligible by request and discussion with the Sidecar Eligibility Officer.

Note – Frame/Forks/Wheels/Tyres/Brakes/Fairings/Carburation/General Appearance will all be as current classic sidecar eligibility rules.

Note – REED Valves can be used in Period 4 two stroke engines.

SPECIFICATION RULES

Engines eligibility will be as stated in the Periods for both 2-stroke and 4-stroke engines.

Period 1 – See Above.

Period 2 – See Above.

Period 3 - See Above.

Period 3a - See Above.

Period 4 – See Period 4

Carburetor's There shall be no restriction in the size of carburetor's used but units must be of a type used within the classic period. Amal Mark 2 carburetor's, including smooth bores (but excluding the Powerjet version) may be used. Fuel injection is permitted if fitted to that machine as original equipment or modified within the Classic period. Fuel supply may be of gravity feed, mechanical or electrical pump.

Gearbox any commonly used gearbox from the period - Norton type, BSA, Triumph,

Schafleitner, BMW - may be used with pre-unit motors, or chopped motors having a separate gearbox.

Clutch compatible with the period may be used.

Ignition systems will be free of restriction provided that if electronic ignition is used as a non-standard fitment, then reasonable effort must be made to hide the black box from external view.

Frames are to be of tubular construction, the tube shall be mainly of round section a small proportion of oval, square or box section is allowable and if not constructed within the Classic period must give all reasonable appearance of belonging to that period. Steel plate reinforcing is permitted particularly in area such as the steering head however excess plating or large sheet steel areas are not allowed the chassis must be visibly constructed of tubular steel Any riding position may be adopted - sitter, kneeler or semi-kneeler - providing that it permits the driver to be in full control at all times. The footprint of the sidecar shall not exceed 65" in length from the centre line of the front wheel spindle to centre line of the rear wheel spindle at full adjustment and shall not exceed 41" in width from the centre line of the back wheel to the centre line of the sidecar wheel. The maximum allowable offset of the front wheel to back wheel is 2".

Sidecar must be of tubular and/or sheet metal construction. It may be permanently affixed to the machine by welding or brazing or be detachable. Rear exit sidecars are not permitted.

Front suspension must be either by telescopic forks, or leading/trailing link design. Hub centre steering and sidecar wheel steering are not permitted unless specifically approved for that machine by the Eligibility Sub - Committee. Remote reservoir suspension units are not permitted to be used on front or rear suspension.

Rear suspension may be rigid, conventional pivoting fork and dampers - not necessarily hydraulic - or a pivoted fork using a mono-shock medium - e.g. Mini rubber cap and cone, Imp doughnuts, etc. Both front and rear suspension must move in a vertical arc in line with the longitudinal axis, with the steering in the straight ahead position. Steering dampers may be fitted of either friction or hydraulic type.

Wheels/Tyres may be of the following diameters: 10", 12", 13", 15", 16", 18" or 19". Any currently available type may be used, with the following provisos: the width of the tyre must be in keeping with the period of the machine, and in particular in the case of 10", 12", 13" and 15" wheels the width of the tread in contact with the track shall not be wider than 140mm or 5.5 inches (measured fitted to the machine with both passenger and driver on board and the tyre set at racing pressure). Maximum acceptable rim width is 6" measured between the inside of the rim flanges for wheels up to 15" diameter, for wheels of 16" diameter and above the maximum rim width is 3" measured between the rim flanges, the maximum width of tread in contact with the track will be 4" or 102mm. Slicks (or any hand-cut tyres) are not permitted on any wheel. The manufacturers size of any tyre used must be clearly displayed on the tyre sidewall.

Brakes may be of drum or disc on all three wheels. Mechanical and/or Hydraulic operation is permitted, providing two independently operated braking systems. In the case of hydraulic braking systems, the foot brake will operate two cylinders (this can be either two independent master cylinders or one tandem master cylinder) one of these cylinders must be operating on at least two wheels. The brake on the handlebar will be considered a paddock/safety brake. Brake discs must be of solid construction (not ventilated) drilled discs are permitted, discs must be solidly mounted and are not permitted to float. Handlebar-mounted brake cylinders must look classic in appearance and the same or similar to AP Lockheed classic, Grimeca classic or early Honda CB750 4. Rear master cylinders will generally be hidden from view but can be of the sidecar specialist type or car type with the same appearance as cylinders from the classic period e.g. twin cylinders or a single casting with two separate piston systems inside, servo assistance of any sort is not permitted. Brake calipers should be from AP Lockheed 3 or 4 fin or Grimeca classic, other calipers such as Triumph, Norton or BMC Mini from the period can be used (these are manufactured from cast iron so are heavy). All must have no more than two pistons per caliper. No more than 5 calipers are allowed per sidecar.

Fairings may be of "dustbin" type with a separate sidecar nose tray, or maybe of one-piece design, but must be of the period style. Machines may of course be raced unfaired.

If Carbon Fibre is used for any component the distinctive weave pattern of the material must be painted over.

Race Numbers

Periods 1 and 2 will run red background with white numbers.

Period 3 will run white background with black numbers. For ease of spectator and commentator identification period 3 machines may wish to run a solid yellow circle adjacent to their race numbers.

Period 3a will run white background with black numbers.

Period 4 will run yellow background with black numbers.

GENERAL Machines must be prepared for racing in compliance with ACU Standing Road Race Regulations, CRMC Standing Regulations, and the Supplementary Regulations for each event.

SIDECAR SPECIAL DISPENSATIONS

D.1 Keihin CR Round Slide Carburetor's - later types with chokes and without tickler's